



2006

Massachusetts Law Enforcement Challenge



www.nhtsa.gov
NHTSA



2006 Massachusetts Law Enforcement Challenge

Based on the number of vehicle miles traveled, the rate of motor vehicle fatalities in the United States had been declining over the past decade. In fact, in 2004, the fatality rate reached its lowest level since the National Highway Traffic Safety Administration (NHTSA) started keeping records 30 years ago. Unfortunately, the fatality rate and the actual number of fatalities have been increasing. Total fatalities increased by 607 from 2004 to 2005 reaching 43,443 persons killed on America's roads. Today's traffic fatality rate of 1.47 fatalities per 100 million miles traveled is a dramatic reduction over the 1975 rate of 3.35 fatalities per 100 million vehicle miles traveled. The goal of the U.S. Department of Transportation and NHTSA is to lower the rate to 1.0 fatalities per 100 million miles traveled by 2008. To that end, NHTSA has joined forces with the International Association of Chiefs of Police (IACP), the National Sheriffs' Association (NSA) and law enforcement officers nationwide, to support traffic law enforcement.

The Massachusetts Law Enforcement Challenge is an innovative program that provides an avenue to stimulate traffic law enforcement in any police or sheriff agency. The program targets three major traffic safety priorities: occupant protection, impaired driving, and speeding. The **Click it or Ticket** campaign incorporates high visibility enforcement efforts. Experience has shown that such programs can substantially increase safety belt use rates in a very short period of time and heighten the public's interest in its support of positive, prevention-oriented law enforcement efforts. For the past two years 55 percent of persons killed in vehicle fatalities were not wearing a safety belt.

Federal regulations require the use of safety belts by commercial motor vehicle drivers. In December 2003, U.S. Transportation Secretary Norman Y. Mineta announced a new national public-private partnership — the **Safety Belt Partnership** — to combat low safety belt use among the nation's commercial motor vehicle drivers. The International Association of Chiefs of Police (IACP) is a member of this Safety Belt Partnership and is working to improve safety belt use among drivers of large trucks. For more information regarding the Safety Belt Partnership, see www.fmcsa.dot.gov/safetybelt.

In the area of impaired driving enforcement, the Massachusetts Law Enforcement Challenge will recognize outstanding

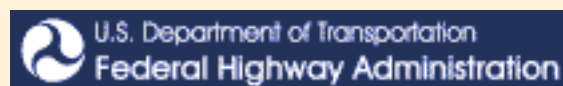
efforts that create general deterrence by conducting high visibility impaired driving enforcement, both during brief periods of heightened enforcement and on a sustained basis throughout the year. Heightened enforcement was achieved in 2005 during the National Crackdown on impaired driving during the campaign, which was conducted around the Labor Day holiday.

During 2006, a new federal campaign — **Drunk Driving: Over the Limit. Under Arrest.** — was used to support the Labor Day crackdown. The campaign promoted high levels of law enforcement participation and was supported by millions of dollars of paid advertising. Sustained impaired driving enforcement throughout the year, which is highly visible and well publicized, enhances general efforts by making it clear to the public that law enforcement is serious about enforcing impaired driving laws. For the second year in a row, there was a continued reduction in high BAC alcohol-related fatalities. Through the efforts of high visibility enforcement and better training

of prosecutors, law enforcement officers and DUI courts, positive strides are being made in reducing alcohol-related fatalities.

Finally, the Law Enforcement Challenge recognizes agencies that have innovative speed management programs. Speeding has consistently been estimated to be a contributing factor in one-third of all fatal crashes. Innovative and effective speed enforcement combined with a speed management plan can have a significant impact in reducing speed related fatalities.

America's law enforcement community must set ambitious goals for traffic safety enforcement and education. A motor vehicle fatality occurs every 12 minutes on America's highways. Law enforcement officers have unprecedented opportunities to prevent those fatalities, to reduce the number of serious crash injuries, and to impact positively spiraling emergency services and health care costs. The Massachusetts Law Enforcement Challenge allows law enforcement agencies to set comprehensive goals, to strive to reach new heights, to share their experiences with others, and to be recognized for their traffic safety accomplishments; in short, to make significant differences in the communities their officers serve professionally. The competition has no losers — only winners — for saving lives and reducing injuries are the true reward of their efforts.



Award Categories

Municipal Agencies

Massachusetts Challenge

1. 1-10 Officers
2. 11-25 Officers
3. 26-50 Officers
4. 51-75 Officers
5. 76-125 Officers
6. 126-300 Officers
7. 301-500 Officers
8. 501 or more Officers



National Challenge

1. 1-10 Officers
2. 11-25 Officers
3. 26-35 Officers
4. 36-50 Officers
5. 51-100 Officers
6. 101-250 Officers
7. 251-500 Officers
8. 501-1,000 Officers
9. 1,001-2,000 Officers
10. 2,001 or more Officers



State Police & Other Agencies

1. Massachusetts State Police
2. Federal Agencies
3. Military Police
4. College & Universities
5. Private
6. Tribal
7. Special Enforcement Agencies (RMV, etc.)
8. Multi-Jurisdictional Agencies

IACP National Law Enforcement Challenge

All state entries will be sent automatically to the IACP for consideration in the National Law Enforcement Challenge Program.

National Challenge Championship Class

First place winners from the 2005 National Challenge, regardless of agency size, will compete in this class.

Submit
original & one
copy of application by

April 12, 2007

to:

**Mass. Law Enforcement Challenge
ATTN: Caroline Hymoff, Director
Governor's Highway
Safety Bureau
10 Park Plaza, Suite 3720
Boston, MA 02116**

Special Awards Categories

National Challenge Only

First Time Entry

The Rookie of the Year Award will be presented to an agency that is entering the Law Enforcement Challenge for the very first time. This award is open to all first time entries, regardless of category.

Occupant Protection Award

Applicants will be judged on their notable efforts to promote and enforce occupant protection laws.

Impaired Driving Award

Applicants will be judged on their notable efforts to detect and apprehend impaired drivers.

Speed Awareness Award

Applicants will be judged on their notable efforts to address the problem of speeding.

Child Passenger Safety Award

Applicants will be judged on their efforts to promote and enforce child passenger safety restraints in their communities.

Underage Alcohol Prevention Award

Agencies will be judged on their notable efforts to address the problems of underage drinking and of drinking and driving by those under the legal drinking age.

Bicycle/Pedestrian Safety Award

Agencies will be judged on their efforts to promote and enforce bicycle and/or pedestrian safety in their communities.

Commercial Vehicle Safety Award

Agencies will be judged on their notable efforts to promote and enforce occupant protection laws and their overall comprehensive education and enforcement programs for commercial vehicles.

Special Awards

In addition to the first, second, and third place Law Enforcement Challenge awards one can receive, there are several other "special awards" for which your agency may compete.

If your agency wishes to do so, your application should include a separate tab or section for each special award for which you wish to be considered.

To ensure that your agency is considered for one of these awards, please follow closely the guidelines for applying for special awards in the "How To" booklet in this application.

Technology Award

Applicants will be judged on their efforts in addressing traffic safety concerns using new and/or innovative technology. *Examples: crash data collection technology (laptop computers), video cameras, speed indicator trailers, total station crash investigation etc.*

Clayton J. Hall Memorial Award

This special award, honoring the memory of Clayton J. Hall, a highway safety leader who helped develop the Law Enforcement Challenge concept and many other innovative safety programs, is presented annually to the law enforcement agency that submits the most comprehensive traffic safety program. All agencies entered in the 2006 National Law Enforcement Challenge will be considered for this award.



A Step-by-Step Guide to Completing the Law Enforcement Challenge Application

International Association of Chiefs of Police
515 North Washington Street
Alexandria, Virginia 22314-2357
1-800-843-4227
<http://www.lawenforcementchallenge.org>

National Highway Traffic Safety Administration
400 7th Street SW, NTI-112
Washington, DC 20590



What is the Law Enforcement Challenge?

What is the Law Enforcement Challenge Program?

The Law Enforcement Challenge is a competition between similar sizes and types of law enforcement agencies. It recognizes and rewards the best overall traffic safety programs in the United States. The areas of concentration include efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application (usually in a three ring or presentation binder) that documents their agency's efforts and effectiveness in these areas. The winning safety programs are those that combine officer training, public information and enforcement to reduce crashes and injuries within its jurisdiction.

Why does IACP do this?

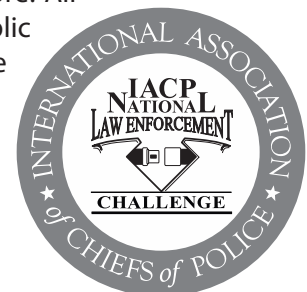
This program is financed through a grant awarded to the IACP by NHTSA. IACP & NHTSA believe an increase in traffic enforcement in a community results in a decrease in motor vehicle crashes, injuries, and fatalities and they have the studies to prove it! In fact, no single other program or strategy works as well as law enforcement in making the roads safer. This program complements all the other training and public information programs that NHTSA does to promote traffic safety. The IACP believes one of the best ways to promote, build, and increase participation in the national program is to establish state Challenge programs. This way a state can conduct its own program and then forward the applications to us to include in the national competition. There are currently ten states that have compatible state programs.

What's in it for a department?

This competition is a friendly way for departments to increase their attention to traffic safety. It provides opportunities for public recognition of exemplary programs (e.g., Nifty Fifty), incentive for continuing traffic safety activities, and documentation of agency effectiveness that can be used in future grant proposals. Every agency does some traffic safety programs, so participation does not require extra commitment on anyone's part. Merely documenting current activity has produced many winners. This documentation can help provide accountability and prove the value of a strong traffic program. Being the winner brings a great deal of positive attention to a department, benefits at budget time and enhances an agency's reputation as a department which is "tough on crime" yet prioritizes traffic safety. Forwarding a complete application to the IACP is all it takes for a department to be entered in the national program.

How are the Applications judged?

A panel of three judges will review each application and assign points based on the criteria. After the judging, the three scores are averaged and a final score is assigned. After all of the applications are scored, the agencies are ranked in their categories. A minimum of 50 points MUST be earned to receive an award. There may be categories where no awards will be presented due to either a lack of entries or not enough agencies achieving a minimum score. All judges are independent members of the law enforcement community, public safety and corporate partners who have demonstrated advance knowledge of highway safety initiatives.



Completing Your Challenge Application

This booklet is designed to assist you in putting together an application for the national law enforcement challenge and applicable state challenge programs. By following these simple recommendations, you can make it much easier for the judges to locate the necessary information, thus giving your application an edge that could make the difference.

Agencies choosing to participate will typically submit a bound or binder application (not to exceed one inch). The application documents the agency's efforts in addressing traffic safety. The body of the application should showcase the agency's traffic safety efforts in the categories of Policies & Guidelines, Training of Officers, Public Information and Education, Enforcement Activities, and Effectiveness of Efforts.

If your state coordinates a Challenge program, your single Challenge application is entered into two separate programs: the appropriate State Challenge and the IACP National Law Enforcement Challenge. The National Law Enforcement Challenge and several state partners have much in common; the judging criteria and applications mirror each other but differ in category sizes and criteria. These differences are not something that will need your attention. Upon receipt of your application, it will be placed in the appropriate category by size and type of agency. Many agencies work together in their efforts throughout the years, and can combine their data in one application to submit a multi-jurisdictional entry.

General Tips on a Winning Submission

- First impressions count, a neat, well-organized application that is easy to follow during the judging makes a BIG difference.
- Maximum of one inch binder/presentation (bound or binder)
 - Make sure all the information you want the judges to see is securely attached inside the binder.
- Organize the categories of your binder in the same order as listed in the application.
 - Consider tabbing the sections and highlighting the appropriate information.
- Make sure you address every question asked – do not say “N/A” or leave blank without an explanation.
 - Sometimes the difference between 1st and 3rd place is 2 or 3 points. Every piece of information is important. If you fail to include one policy or one piece of data, it can make the difference between 1st and 3rd, or placing and not placing at all.
 - Lists and graphs/charts are very helpful to illustrate your accomplishments.
- Scan your articles and photos. Do not forget to use captions telling the judges what the picture is and how it applies to your program.
- Do not include minutia – only what counts. Quality is more important than quantity.
- Do not include actual handouts, key rings, pencils, etc – provide a photo.
- No videos, audio or computer-based presentations allowed.

There is no standard format for completing a Challenge application; however here are some things you can do to make your application more attractive to the judges. Most importantly, follow the application order. Directly behind the application form, your submission should provide a brief introduction about your agency's traffic safety programs. Following the introduction, include five sections or chapters, following the application order, one for each section of the judging criteria.



Organizing Your Application

Introduction

Give a brief description of your agency's traffic safety problem as related to occupant protection, impaired driving, and speed along with the solution you have developed to combat these problems. Provide one to three years of data or any traffic studies conducted by your agency to back up your problem identification.

Policy & Guidelines (20 possible points)

Applicants **MUST** provide a brief narrative or copy of their policies and guidelines for safety belt use within the agency as well as enforcement policies and guidelines for safety belt, child passenger safety restraints, impaired driving, and speed.

- ☐ Include only the page(s) with the necessary information, not the entire policy.
 - Summarize the policy clearly, highlighting the pertinent information and passages.
- ☐ If your agency has no policy for the requested target areas, provide a brief statement saying so – do not make the judges search for one.
- ☐ Do not say that you have a policy or enforcement guidelines and then neglect to include them.
- ☐ Enforcement guidelines are clear statements emphasizing the importance of DUI, speed, belt and child seat enforcement for your department.
 - Enforcement guidelines should be specific — one for each: DWI, speed, belts, & child seat enforcement.
 - Guidelines may be part of a policy/procedure statement; agency goals & objectives; operational plans; or internal memorandum.
 - Neither a state law nor a memorandum recommending belt use or enforcement of the target areas is considered a policy.
 - Do not include operational plans or process procedures (DUI checkpoints) unless necessary for the application.

Training (20 possible points)

Outline the training conducted during the year in occupant protection, impaired driving (detection and apprehension), and speed enforcement; provide a brief narrative about the training your agency conducted during the year.

- ☐ Include the percentage of officers trained in each category. (Up to 5 pts. will be awarded in each area)
 - Occupant Protection (usage and enforcement)
 - DUI (public information, detection and apprehension)
 - Speed (public information, detection and apprehension)
 - Overall other comprehensive traffic safety training (MCS, pedestrian, bike safety, etc...)
- ☐ Provide a brief narrative of your training activities.
- ☐ Be sure to provide the number of and the percentage of sworn personnel trained and the type of training conducted. (SFST, Operation Kids and many other programs can be used over several Roll Call training sessions – take advantage of roll call training.)
- ☐ Include a matrix of the types of training provided and how many officers were trained or updated during the year.
- ☐ If you say officers were trained, show your documentation.
- ☐ DO NOT include training that has nothing to do with the categories or did not occur in the current year. (Unless it is the overall traffic safety training.)
- ☐ DO NOT include entire training manuals, certificates, or rosters of each class conducted.



Incentives & Recognition (15 possible points; Up to 5 pts. will be awarded in each area)

Additional points are awarded for agencies that reward officers for a job well done and citizens that practice safe driving. Rewards and incentives are important elements in letting people know that traffic safety is a priority in the community and the agency.

- ☐ Participation in Saved by the Belt programs (state, local or IACP Saved By the Belt)
- ☐ Recognition of officers for DWI enforcement
- ☐ Recognition of officers for Speed Enforcement

These points can make or break an application. Additional points are given (5 each) so make sure you show the judges what you did in these areas.

Public Information & Education (40 possible points)

This section is very important. The bulk of the points are based on your efforts to promote the issues of occupant protection, impaired driving, and speed enforcement. Show your creativity in promoting your programs. Provide a narrative of your public information and education activities and your efforts to publicize highly visible enforcement during the year. Tell us what you have done and how you got the message out to the public.

- ☐ Your participation in National and/or local Mobilizations and Crackdowns (e.g., *Click It or Ticket*, *Drunk Driving: Over the Limit*, *Under Arrest*, *Checkpoint Strikeforce*) and sustained high visibility impaired driving enforcement.
- ☐ Show the judges what you have done: Photos/news articles/letters/etc... (insure these have captions that tell us what they are). Use pictures to highlight your narrative.
- ☐ Give details on each activity/program and how well it worked. Who was involved? How did you get your community/businesses/politicians/other agencies to work together? (coalitions)

Enforcement Activity (40 possible points)

Provide the number of citations/warnings issued by your department for safety belt/child safety seats, impaired driving, and speeding violations for any of the best three (3) month period during the year – they do not have to be consecutive months or the same three months of the target programs. (Do not include data from the entire year unless it is highlighted.)

- ☐ Safety belt citations
- ☐ Child safety seats
- ☐ Speed related citations (including too fast for conditions and failure to reduce speed)
- ☐ Impaired driving arrests
- ☐ Include number and type of special enforcement efforts. State not only the number of enforcement efforts but also explain what they were.
- ☐ The numbers should make sense compared to the number of officers in your department. (If you have 200 officers and only issued 250 citations for seat belt violations, this is not good.)
- ☐ If your agency has a "No Warnings" policy, say so. If you just put a "0" in that line without explanation, you will lose points.
- ☐ Provide a brief narrative explaining in detail what you accomplished during the enforcement efforts.
- ☐ If you have shown an improvement over previous periods or years, show it. The application page should show 3 month numbers, but your attached narrative could explain annual numbers and any improvement over the years. (Recent data – not from 10 years ago.)

How Effective Were You? (40 possible points)

The secret to this section is very simple: do the research and find the numbers. This is not only important to complete your challenge application but also data that will help you evaluate and build your entire traffic safety program. This



section can be used as barometer on how well your agency is doing. At a minimum, address your traffic program's effectiveness in the following areas:

- ☐ Change in safety belt use
 - You must show the difference. What was the change in the belt use rate in your jurisdiction over a 6 month period?
- ☐ You must show the numbers of speed and alcohol related fatalities and injury crashes.
 - How do they compare to previous years?
 - Use graphs and charts to illustrate this change.
- ☐ If you state "unknown" you will not get credit! Do the research! Find the numbers.
- ☐ Your effectiveness documentation should also include results of some of your enforcement programs.
- ☐ Provide a narrative of your effectiveness. How did the programs change your results and did the community support your efforts?
- ☐ How many total crashes were in 2006 and how did it compare to previous years?

While this may seem difficult for smaller departments, it is ALWAYS a good idea to keep track of this data. It can be used to help plan and make program decisions in your agency and help you determine how to allocate resources.

Quality of Submission (15 possible points)

The following questions will be considered and a score for presentation will be awarded by the judges.

- ☐ How well did you organize your application? (Your submission should follow the order of the application.) The judges will look at how much effort you expended in preparing your application.
- ☐ Make things easy to find! Remember, there will be hundreds of applications for the judges to review. Make use of bullets and highlight critical points.
- ☐ DO NOT send more than one, 1" binder – you will not be judged by weight or volume, but by quality, accomplishments, and completeness.
- ☐ Do not send video or audio tapes – judges do not have the time to view each one.
- ☐ If you have done audio/video PSA's, then summarize them in narrative form. For the video PSA, if possible, include a "freeze-frame" photo shot from the video.
- ☐ Is all the information clearly provided and is it creatively presented?
 - Make the submission clear, concise, and easy to follow.
 - Use tabs to locate important items.

Special Awards

In addition to the first, second, and third place Law Enforcement Challenge awards one can receive, there are several other "special awards" for which your agency may compete. If your agency wishes to do so, your application should include **a separate tab or section for each special award for which you wish to be considered.**

- ☐ On the application form, do NOT check all of the special award categories — only check the special awards for which you have provided the additional data and information.
- ☐ Place these special award sections in the rear of your presentation/book.

If you do not "place" in the awards program, it does not mean that you did not do a good job — it only means that another agency in your category did better. Strive to do more the following year. Interact with others who have successful programs and learn from them. Do not give up! Above all, remember that what you have done has made a difference! The community that you serve has benefited from your work and is a safer place to drive and live. Everyone is a winner!



Law Enforcement Challenge 2006 Score Sheet

Agency:

CATEGORY: _____

Agency Type:

Sworn Officers: _____ # Patrol _____

Judge	Policies	Training	Incentive & Recognition	Public Information	Enforcement	Effectiveness	Quality	Total
	20	20	15	40	40	40	15	190

Final Average

Policy Included:

Belt Use ____

Belt Enf. ____

Speed ____

DUI ____

Easy to Find? ____

Only Needed Page(s) ____

In Correct Section ____

Roll Call Training ____

Video Based Training ____

Bulletins ____

Conference or Seminars ____

CPS ____

TOPS ____

Operation Kids ____

Policy & Guidelines (20 possible points) Applicants MUST provide a brief narrative or copy of their policies and guidelines for safety belt use within the agency as well as enforcement policies and guidelines for safety belt, child passenger safety restraints, impaired driving, and speed.

- They should include only the page(s) with the necessary information, not the entire policy. They summarize the policy clearly, highlighting the pertinent information and passages.
- If the agency has no policy for the requested target areas they should have provided a brief statement saying so – do not search for one!
- They should not say that they have a policy, and then neglect to include it. If they do not include it and you do not know if they have one, give them no points. If you know they have one but fail to include it then deduct points in the quality of submission section for not following the criteria.
- Enforcement guidelines are clear statements emphasizing the importance of DUI, speed, belt and child safety seat enforcement for the department.
 - Enforcement guidelines should be specific – DWI - Speed - Belts & Child Seat enforcement.
 - Guidelines maybe part of a policy/procedure statement; agency goals & objectives; operational plans; or internal memorandum.
 - Neither a state law nor a memorandum recommending belt use or enforcement of the target areas is considered a policy.
 - They should not include operational plans or process procedures (DUI checkpoints) unless necessary for the application.

Training (20 possible points)

They should provide an outline of the training conducted during the year (2006) in occupant protection impaired driving (detection and apprehension), and speed enforcement; providing a brief narrative about the training the agency conducted during the year.

- They should include the percentage of officers trained in each category. (*Up to 5 points will be awarded in each area*)
 - DUI (public information, detection and apprehension)
 - Speed (public information, detection and apprehension)
 - Occupant Protection (usage and enforcement)
 - Overall other comprehensive traffic safety training (MCS, pedestrian, bike safety, etc...)
- **THEY SHOULD NOT** include training that has nothing to do with the categories or did not occur in the current year. (Unless it is the overall traffic safety training)
- **THEY SHOULD NOT** include entire training manuals, certificates, or rosters of each class conducted.
- **THEY SHOULD** provide the percentage of sworn personnel trained and the type of training conducted. (SFST, Operation Kids and many other programs can be used over several Roll Call training sessions.
- **THEY SHOULD** provide a brief narrative of training activities.



Saved by Belt
—

DUI
Awards —

Speed
Awards —

Click It or
Ticket —

State or
National
Mobilizations
—

Educational
Information
Brochures —
Newsletters —
Press —
News Articles
—

School
Programs —

Checkpoints
—

Local /State
Campaigns —

Belt
Enforcement
—

Speed Zones
—

Belt Use Rates
—

Increase? —
DUI Crashes
down —
Belt use over
state avg —

Doing Crash
Analysis —

Tracking
Injured —

Follows
Application
Format —

All items easy
to find —

No more than
1" —

Used Photos
& Explanation
—

Tabbed —

Separate
Special
Awards
Section —

Incentives & Recognition (15 possible points) (Up to 5 points will be awarded in each area)

Additional points are awarded for agencies that reward officers for a job well done and citizens that practice safe driving.

- Do they participation in Saved by the Belt programs? (state, local or IACP Saved By the Belt)
- Do they recognize officers for DWI enforcement?
- Do they recognize officers for Speed Enforcement?
- Did they show what they did in these areas?

Public Information & Education (40 possible points)

Points are based on the efforts to promote the issues of occupant protection, impaired driving, and speed enforcement. They should show creativity in promoting the programs.

THEY MUST provide a narrative of the public information and education efforts during the year.

- Do they participate in National and/or local Mobilization Waves (Click It or Ticket, etc... Checkpoint Strike Force education waves)?
- Did they show what they did: Photos/news articles/letters/etc (did they insure these have captions that tell us what they are) Did they use pictures to highlight the narrative?
- Did they give details on each activity/program and how well it worked, and who was involved?
- Did they get community, businesses, politician, and other agencies to work together? How?

Enforcement Activity (40 possible points)

They MUST provide the number of citations, warnings issued by the department for safety belt/child seats, impaired driving and speeding for any of the best three (3) month period during the year – they do not have to be consecutive months or the same three months of the target programs.

- Safety belt citations
- Child Seat citations
- Speed related citations (including too fast for conditions and failure to reduce speed)
- Impaired driving arrests
- Number and type of special enforcement efforts.
- These numbers should make sense compared to the number of officers on the department.
- If they agency has a “No Warnings” policy, say so. If they just put a “0” in that line without explanation, they should lose points in the quality section.
- They should include the number of special enforcement efforts. They should state not only the number of special enforcement efforts but also what they were.
- They SHOULD provide a brief narrative explaining in detail what you accomplished in these waves.
- If they have shown an improvement over previous periods or years and show it give them some positive credit. The application page should show 3 month numbers, but the attached narrative could explain annual numbers and any improvement over the years.

How Effective Were You? (40 possible points)

At a minimum, they should address their traffic program’s effectiveness in the following areas:

- Change in safety belt use.
- They must show the difference. What was the change in the belt use rate in the jurisdiction over a 6 month period?
- They must show the numbers of speed and alcohol related fatalities and injury crashes.
 - How do they compare to previous years?
 - Use graphs and charts to illustrate this change.
- If they state “unknown” they should not get credit!
- The effectiveness documentation should also include results of some of their enforcement programs.
- They should provide a narrative of the effectiveness, how did the programs change your results and did the community support the efforts?
- How many total crashes in 2004 and how did it compare to previous years? (Some agencies do not have the entire years (2004) data yet, if they use the data they have and compare that is fine)

While this may seem difficult for smaller departments, it is ALWAYS a good idea to keep track of this data.

Quality of Submission (15 possible points)

The following questions should be considered and a score for presentation should then be awarded.

- How well did they organize the application? (The submission should follow the order of the application) Look at how much effort the agency expended in preparing the application.
- Were things easy to find? Did they make it easy using of bullets and highlighting critical points?
- They **SHOULD NOT** send more than one, one inch binder – they are not judged by weight or volume, but by quality, accomplishments, and completeness.
- NO video or audio tapes will be judged!
- If they have done audio/video PSA’s – then did they summarize them in narrative form. Did they include a “freeze-frame” photo shot from the video?
- Is all the information clearly provided and is it creatively presented? Typos? Materials left out?





International Association of Chiefs of Police

National Law Enforcement Saved By The Belt/Air Bag Awards Program

PURPOSE

To identify individuals in the law enforcement community whose lives are saved or injuries significantly reduced because they were wearing a safety belt or protected by an air bag and a safety belt at the time of a crash.

- To emphasize safety belt use by law enforcement officers.
- To use the law enforcement community as a role model for safety belt use.
- To increase public awareness on the benefits of safety belt use.

WHO QUALIFIES

Persons who are eligible for receiving the award must meet all of the following criteria:

- Any law enforcement officer, on duty or off duty, and/or their spouses and children involved in a motor vehicle crash whose lives were saved or injuries reduced because of the use of a safety restraint or air bag and safety belt.
- The crash occurred AFTER January 1, 1990.
- Nominees must be using the proper combination of safety restraints. For example, safety belts were properly used in vehicles equipped with an airbag; use of the manual lap belt is required with some automatic belt systems; child nominees who are required to be restrained by a child safety seat must be properly secured in the child restraint and the restraint must be properly secured in the vehicle by a safety belt
- Nominees may not be the driver of the "at-fault" vehicle; i.e., if agency's crash review finds the crash could have been prevented, the nominee will NOT qualify.

REPORTING PERSON

Any law enforcement officer who investigates, or reviews the investigation of, a crash meeting the stated criteria.

Reporting officer must submit a completed entry form and a brief narrative of the crash. If consistent with state law and department policy the appropriate accident or incident report should also be submitted. (Include photos.) They should indicate why they believe the person(s) should be included into the Law Enforcement Saved by the Belt and Air Bag Club. This completed form must be signed by the agency head or his designee.

IACP REVIEW PROCEDURES

Each entry will be reviewed using the following criteria:

- Severity of crash
- Severity of injuries/condition
- Circumstances surrounding the crash
- After full review, IACP reserves the right not to grant the presentation of the award.

AWARDS

An official letter of induction will be given to the survivor(s) along with a Safety Belt Survivors Club plaque to be presented by the department's chief executive officer. The recipient(s) will also receive an International Association of Chiefs of Police Safety Belt Survivors Club Pin and a one-year subscription to Police Chief magazine.



International Association of Chiefs of Police

National Law Enforcement Saved By The Belt/Air Bag Awards Program

Agency Name: _____

Address: _____

Reporting Officer: _____ Title: _____

Telephone: _____ Agency Type: (Check one) ☐ Municipal

Agency Size: Sworn Personnel _____ ☐ State ☐ Federal ☐ Sheriff (Elected)

Non-Sworn Personnel _____ ☐ Special (Campus, railroad, etc.)

Does department have safety belt use policy? (Y/N): _____ (send copy)

Does policy include all passengers? (Y/N): _____ (send copy)

Survivor's Name: (1) _____ Age _____

Family Member Survivors (Spouse/Children):

(2) _____ Age _____

(3) _____ Age _____

(4) _____ Age _____

On Duty (Y/N): _____ Number of Occupants: _____ Date of Crash: _____ Time of Crash: _____

Vehicle Type: Make: _____ Model: _____ Year: _____

Type: (Check one)

☐ Marked Patrol Vehicle ☐ Unmarked Patrol Vehicle ☐ Personally Owned Vehicle ☐ Other (Rental)

Patrol Vehicle Moving (Y/N): _____ Emergency Lights On (Y/N): _____

Emergency Response (Y/N): _____ Audible Signal On (Y/N): _____

Normal Patrol (Y/N): _____ Pursuit (Y/N): _____ Estimated Speed: _____ MPH

Type of Restraint System Used:

Using the Number(s) next to the survivor(s) name above indicate the restraint system used and the seating position in the vehicle for each occupant (more than one person may be indicated next to the belt system used.)

_____ Lap and shoulder belt

_____ Lap belt only

_____ Automatic safety belt

_____ Air bag (Must also identify belt system used)

_____ Child safety restraint

Location of Occupants

Front		

Please provide a brief description of crash, injuries or deaths (include whether occupants of other vehicle(s) were buckled up). Provide photo.

Agency Head: (Signature required) _____

Return to the International Association of Chiefs of Police, Division of State and Provincial Police,
515 N. Washington St., Alexandria, VA 22314-2357; 1-800-THE IACP.

Challenge Application Checklist

Use this checklist to ensure you report what your agency was involved in during the year. This is a partial list of some of the required materials.

Have you included... ?

- _____ Written policy requiring officer safety belt use
- _____ Written guidelines for enforcing belt laws
- _____ Written guidelines for speed enforcement
- _____ Written guidelines for impaired driving enforcement
- _____ Training Information – Updates or new training during the past year: Roll-call, in-service, seminars, conferences, etc.

Did you include... ?

- _____ An outline of your public information campaigns and programs
- _____ Nomination of officers for any traffic safety awards either locally or in the state or nationally
- _____ Departmental awards
- _____ Memberships in any safety groups or transportation safety commissions where your department played an active role
- _____ Participated in any child passenger safety training and programs
- _____ Nomination for Saved by the Belt/Air Bag Awards
- _____ Any public/private partnerships in traffic safety activities
- _____ Multi-jurisdictional projects such as checkpoints
- _____ Use of speed trailers, numbers of times used and how they were deployed and what was the effect
- _____ Presentations to groups – PTA, Scouts, employers, military, etc.
- _____ Media coverage highlighting your highway safety activities
- _____ Number of times your message or activities appeared or were mentioned on TV or radio
- _____ Show signs and billboards produced and/or used by your agency
- _____ Safety belt Challenges and or surveys for your jurisdiction
- _____ Pictures of handouts and printed materials
- _____ Summary of press releases and /or media coverage

Did you provide... ?

- _____ Completed Challenge Application
- _____ Enforcement data
- _____ Citations for three months for safety belts, DUI, & speed
- _____ Seat belt surveys (pre & post) in your community
- _____ Percentage (%) of fatalities / injuries that were alcohol & speed related
- _____ Special award information tab or section you need to include for judging the special awards for which you wish to be considered (Rear of book/presentation)

**For more information
about the Challenge
program, or for
assistance with your
application, contact:**

**Caroline Hymoff
Massachusetts Law Enforcement
Challenge Coordinator**

Phone: (617) 725-3334

Caroline.Hymoff@state.ma.us



2006 APPLICATION

Check One:

- ☐ Municipal Police
(City, County, or Town)
- ☐ Sheriff
- ☐ State Police/
Highway Patrol
- ☐ Federal Agency
- ☐ Military Police
- ☐ University
- ☐ Private
- ☐ Tribal
- ☐ Special
Enforcement
Agency (DMV, etc.)
- ☐ State Association
- ☐ International
- ☐ Multi-Jurisdictional
- ☐ Championship
Class (1st Place
Winner in 2005
Challenge)

Special Award Consideration

Check All That Apply:

- ☐ First Time Entry
- ☐ Occupant
Protection
- ☐ Impaired Driving
- ☐ Speed Awareness
- ☐ Child Passenger
Safety
- ☐ Underage Alcohol
Prevention
- ☐ Technology Award
- ☐ Bicycle/Pedestrian
- ☐ Commercial Vehicle

Agency Name: _____ Phone: (____) _____ - _____
Agency Head: _____ Fax: (____) _____ - _____
Address: _____ E-Mail: _____
City/State/Zip Code: _____ No. of Sworn Officers: _____
Contact Name/Rank: _____ No. of Patrol Officers: _____

I. Policy and Guidelines (Agency MUST provide brief narrative or copy.)

This agency has:

- ___ Yes ___ No A written policy requiring officer safety belt use.
___ Yes ___ No A written policy/guidelines making enforcement of safety belt and child passenger
safety restraint laws a priority.
___ Yes ___ No A written policy/guidelines making speed enforcement a priority.
___ Yes ___ No A written policy/guidelines making impaired driving enforcement a priority.

II. Training of Officers (Agency MUST provide brief narrative or outline of activities.)

- _____(#) _____% of patrol officers, who received in 2006, updates or new training in occupant
protection.
_____(#) _____% of patrol officers, who received in 2006, updates or new training in impaired
driving detection and apprehension.
_____(#) _____% of patrol officers, who received in 2006, updates or new training in speed
enforcement.
_____(#) _____% of sworn officers, who received any traffic safety related training in the past.
Include: occupant protection, impaired driving, speeding, aggressive driving, bike/pedestrian, MCS, etc...

III. Incentives and Recognition (Provide narrative or program details.)

This agency participates in:

- ___ Yes ___ No Saved by the Belt/Air Bag (IACP officer and/or citizen award programs).
___ Yes ___ No Officer recognition programs for impaired driving detection and apprehension.
___ Yes ___ No Officer recognition programs for speed detection and apprehension.

IV. Public Information and Education

Provide a written narrative of all the public information & education efforts conducted during 2006 to address occupant protection, speed and DUI. Also include all information on your total traffic safety programs and initiatives during 2006.

- ___ Yes ___ No Traffic safety educational/enforcement mobilizations/campaigns
(Operation ABC, Click It or Ticket, Safe and Sober, Smooth Operator, or
Drunk Driving: Over the Limit. Under Arrest./Checkpoint Strikeforce).

V. Enforcement Activity (During any three months of 2006) Provide brief narrative explaining what your agency accomplished.

- ____ # of citations, _____ # of warnings for safety belts
____ # of citations, _____ # of warnings for child passenger safety violations
____ # of citations, _____ # of warnings for speeding
____ # of arrests for impaired driving, _____ # of special enforcement efforts in 2006
How many were checkpoints? _____ How many were saturation patrols? _____

VI. Effectiveness of Efforts Provide a narrative of your effectiveness. (i.e. "How did the programs impact your overall effectiveness?")

Safety belt usage rate — Beginning rate: _____% Mo/Yr: _____/_____
End rate: _____% Mo/Yr: _____/_____ (At least 6 months apart)
Percentage of 2006 fatal and injury crashes related to: Speed — _____% ; Alcohol — _____%
Total crashes for 2004: _____ 2005: _____ 2006: _____

